

B. F. TAYLOR,
Stvedore.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1733. 日三月初二十年六十二精光 TUESDAY, JANUARY 22, 1901.

二拜禮 號二十一月正英港香

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sale Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

THIRTY DOLLARS
PER ANNUM.

Bank.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,130,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMIAYA. SHANGHAI.
TIENSIN. NEWCHIANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 21st November, 1900. [11]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE FUND £800,000

HOLDERS £800,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

T. P. COCHRANE,

p. Manager.

Hongkong, 16th October, 1900. [35]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. D. Gillies, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [8]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$ 2,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

N. A. SPENS, Esq. Chairman.

R. SHEWAN, Esq. Deputy Chairman.

The Hon. R. M. Gray.

A. Haupt, Esq. R. L. Richardson, Esq.

The Hon. J. Keswick. P. Sachse, Esq.

D. M. Moses, Esq. H. W. Slade, Esq.

A. J. Raymond, Esq. Paul Witkowski, Esq.

Chief Manager:

Hongkong—Sir Thomas JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON,

Chief Manager.

Hongkong, 22nd December, 1900. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 5½ PER

CENT. per annum.

Depositors may transfer at their option

balances of £100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. SWATOW.

FOOCHOW. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months.

4½ " " 6 "

5% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [14]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. Net ex Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [15]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	T. Leigh	Noon, 2nd Feb.	Freight or Passage.
SHANGHAI	A. Symons	About 2nd Feb.	Freight or Passage.
MARSEILLES	G. W. Gordon, R. N. R.	About 7th Feb.	Freight or Passage.
and LONDON			(See Special Advertisement.)

PASSENGER SEASON, 1901.

S.S. "PLASSY"	7,240 tons	March 30th	MARSEILLES and LONDON (Direct).
S.S. "SOBRAON"	7,382 tons	April 27th	WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

[15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR	ANTWERP, BREMEN/HAMBURG;
SINGAPORE, PENANG, COLOMBO, ADEN, SUREZ, PORT SAID, NAPLES, GENOA,	

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PREUSSEN*	WEDNESDAY, 23rd January.
SACISSEN	WEDNESDAY, 20th February.
KIAUTSCHOU*	Hamburg-Amerika Linie..... WEDNESDAY, 6th March.
BAVARIA*	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.

KONIG ALBERT*	W
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To-day's
Advertisements.

TO-NIGHT! TO-NIGHT!
HARMSTON'S
GRAND CIRCUS
AND
ROYAL MENAGERIE.
POSITIVELY LAST NIGHT OF PRESENT PROGRAMME.
ENTIRE CHANGE WEDNESDAY.

LOCATION { RECREATION GROUND
(Near the RACE COURSE).

DOORS OPEN AT 8 P.M. COMMENCE at
9 P.M., Sharp.

N.B.—Positively no Half-price to Evening Shows.

OUR NEXT MATINEE,
WEDNESDAY, 24th January.
Childen Half-price to all parts at Matinees only.

Doors Open at 2.30 P.M. Performance at
3.30 P.M.

POPULAR PRICES.
Box Office—ROBINSON PIANO CO., Queen's Road.

NOTICE! { Late Train to Peak.
Late Ferry to Kowloon.

ANNOUNCEMENT.
WEDNESDAY, 23rd January.

FIRST APPEARANCE OF
SISTERS FREZAGONDAS,
MONA, DAISY, TESSIE and DOLLIE.

ROBERT LOVE Manager.
COL. CHAS. B. HICKS Representative.
Hongkong, 22nd January, 1901. [64c]

GOVERNMENT NOTIFICATION.
No. 31.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 28th day of January, 1901, at 3 P.M., are published for general information.

By Command
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th January, 1901. [99c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of January, 1901, at 3 P.M., at the Offices of the Public Works Department, of One Lot of CROWN LAND, at Quarry Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regis- try No.	Locality,	Measurements			Content feet sq. ft.	Annual Rec. Upset Rent
		ft.	ft.	ft.		
Quarry Bay	Quarry Bay	601	1,030	465	8	\$
Inland Lot No.	Inland Lot No.	303	450	112	437	59
7	74	370	70	78	350	199

\$50 REWARD.

IT having come to my Notice that certain Hawkers use my Name in selling GRASS-CLOTH, EMBROIDERIES and HAND-MADE LACES, the above Reward will be given to any one coming forward and giving such Information as will lead to the apprehension and conviction of the Offender or Offenders.

FR. BLUNCK,
Silk Lace Manufacturer,
Hongkong, 22nd January, 1901. [98c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above

TO-MORROW, the 23rd instant, at 3 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Passage, apply to

JARDINE, MATHESON & Co., General Managers,

Hongkong, 22nd January, 1901. [73c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, on THURSDAY, the 24th instant, at Daylight.

For Freight of Passage, apply to

DOUGLAS LAIRAK & Co., General Managers,

Hongkong, 22nd January, 1901. [93c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Ollifent, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

For Freight of Passage, apply to

DAVID SASOON, SONS & Co., Agents.

Hongkong, 22nd January, 1901. [85c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blaxland, will be despatched as above on TUESDAY, the 29th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,

Hongkong, 22nd January, 1901. [96c]

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

Lessees and Proprietors:
Mrs. N. CHESTER,
Messrs. A. H. & E. J. POLLARD.

TO-NIGHT!
AND EVERY EVENING.

The first great event in the Colony of the

20th CENTURY.

Under the distinguished Patronage of

H.E. Sir HENRY BLAKE, G.C.M.G.

POLLARD'S

LILLIPUTIAN

OPERA CO.

OF 50 PERFORMERS.

TO-NIGHT,

For the First Time in Hongkong, the

Sparkling Musical Comedy,

"IN TOWN."

3 NIGHTS ONLY.

FRIDAY NEXT, 25th January.

"THE LADY SLAVEY."

PLAN at ROBINSON'S. PRICES AS USUAL.

Doors Open at 8 P.M.

Performance starts punctually at 9 P.M.

Carriages \$1.45 P.M.

The Star Ferry Co. has kindly consented to

delay the last ferry to 12.15.

A. LEVEY, Business Manager:

A. H. POLLARD, Manager.

Hongkong, 22nd January, 1901. [151b]

WANTED.

"HONGKONG TELEGRAPH" for May 7, 1898.

"DAILY PRESS" for May 9, 1898.

"CHINA MAIL" for May 14, 1898.

KELLY & WALSH, LD.

Hongkong, 22nd January, 1901. [190c]

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

THIS OFFICE.

Hongkong, 11th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk.

DODWELL & Co., LIMITED,

Agents.

Hongkong, 22nd January, 1901. [14]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Fiume, ex S.S. Medea.

From Massaua, ex S.S. Styria.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 22nd January, 1901. [63c]

NOTES AND COMMENTS.

Chinese Coxswains

We are pleased to see that the Government has taken in hand the question of the registration of the coxswains of the different launches plying in the waters of the Colony.

Hitherto we believe that it was possible for a man to have disaster after disaster recorded to his credit and yet, so soon as the last period for which his certificate had been suspended had expired, to go and obtain another as though nothing had happened.

His new owners being under the impression

that they were engaging a thoroughly

trustworthy and careful man.

A reference to the new regulations, which we publish elsewhere, will show that this is very wise

piece of legislation will result in the carelessness

and incompetence of coxswains being gradually

wedged out.

Of course every man is liable to bad fortune at times and may have an accident, but the average Chinese coxswain is

a very careless and casual navigator, and the

results of enquiries into launch collisions

held at the Harbour Office will fully bear out our statement.

The mere suspension of a certificate means

want of employment, and he will see that he must

either mend his ways or starve.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLONOND,"

FROM LONDON.

CONSIGNEES of Cargo are hereby

HARMSTON'S CIRCUS.

To-morrow, Wednesday evening, a complete change of programme will be presented, with new wild animal acts including "Kitty" the celebrated Riding Goat. Mr. George Harmston will introduce his four Arab Stallions. Ajax gives the The Crocodile Act, something beyond the power of imagination. Master Willie and Miss Nellie Harmston-Love give a high wire act. A sensational feature in the new programme will be the first appearance of the Sisters Freixonda, in their Whirling Wizard Leguana, the reigning feature of London at present. There will be a Matinee to-morrow afternoon. Doors open 2.30, commencing 3.30.

SENSIBLE REGULATIONS.

A Gazette Extraordinary of the 21st inst. publishes the following Regulations made by H. E. the Governor in Council on the 25th ult.; which come into force on the 1st prox.:—Regulations with reference to the engagement and discharge of the Masters and Engineers of Steam-ships under sixtysix tons burden, made by the Governor in Council, under the Merchant Shipping Consolidation Ordinance, 1891, this 25th day of December, 1900.

In these Regulations the word "launch" means a steamship under sixty tons burden in this Colony.

Every launch owner shall report to the Harbour Master the name of, and number of the certificate held by, every launch Master and Engineer engaged by him, within 48 hours of such engagement.

Every launch owner shall report to the Harbour Master the name of, and number of the certificate held by, every launch Master and Engineer discharged by him, giving the reason for such discharge, within 48 hours of such discharge.

Every launch Master and Engineer, holding a certificate, shall, on engagement, produce such certificate to the Harbour Master for registration, and shall pay for such registration a fee of fifty cents for the use of the Government.

Every launch Master and Engineer shall, on discharge, report such discharge to the Harbour Master within 48 hours of such discharge, producing his certificate.

A record shall be kept in the Harbour Master's Office, setting forth the date of each engagement and discharge of each certified launch Master and Engineer, the reason for his discharge, and all complaints and charges against him, and any punishments awarded in respect thereof by the Marine or other Magistrate, or by the Harbour Master. Such record shall be open to inspection by launch owners or their representatives.

These Regulations shall not apply to launches belonging to Her Majesty or in the service of any Foreign Government.

Any launch owner, Master, or Engineer, respectively, committing any breach of these Regulations shall, for each such breach, be liable, upon summary conviction before a Magistrate, to a penalty not exceeding twenty-five dollars.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, January 21st.

The assassination of Mr. Yeung continues to be an interesting topic of conversation in the city. To-day a rumour is abroad that a demand has been made upon the Acting Viceroy for the reward offered for the arrest of Mr. Yeung, and that the Viceroy has refused to pay unless the body of the murdered man is produced. Of course this is only a rumour, but there may be truth in it after all. The rumour has been traced back to high officials who are specially concerned in the arrest of reformers. These same officials have been plotting the death of Mr. Yeung ever since the Viceroy issued the proclamation accusing Mr. Yeung of being responsible for the attempt made to blow up the governor's yacht. Perhaps your readers will remember that after Sz Kin U had been executed for the part he had taken in the attempt to blow up the yacht, the Viceroy issued a proclamation stating that Sz Kin U had confessed that he acted under instructions from the late Mr. Yeung. There was no truth in the statement that Sz Kin U had confessed. The Viceroy, however, made this an excuse to send his spies after Mr. Yeung, and it does not surprise many of the friends of reform that Mr. Yeung has been assassinated. Now they are asking whether any one will be bold enough to attempt to steal the body and bring it to Canton.

A NOVEL SPECTACLE.

There are many ways to gain a desired object, but for ways that are strange the Chinese take the lead. As I have already written, gambling shops are being opened on almost every street in the city. It is not often that the business men attempt to prevent the opening of a gambling house. The gambling monopoly, too strong to be successfully resisted. On a street near the steamer wharves the street elders and the business men tried in vain to prevent the opening of a gambling house. The house was opened a few days ago. On the same day at the opening, ten lepers appeared on the scene, each provided with a beard on which was written in large characters—"All who wish to try and make money at gambling are requested not to enter this gambling house but are invited to go elsewhere and try their luck." Day after day these lepers take up their position around the door of the gambling house and no one has been brave enough to drive them away. This is a novel way to accomplish an object, but it looks now as if it would be successful in this instance.

ROBBERS IN HAVEN.

It is not often we hear of robbers in heaven, but strange things are heard of in China. Word has come that a band of robbers, one thousand strong, has taken up its headquarters at Tin Tong, (Heaven) in the district of San Hing. This place lies among the hills and it will be a difficult matter to dislodge such a large band, provided as they are with arms and ammunition in considerable quantity. Small bands are sent from the head-quarters to rob boats or travellers. A passage boat was boarded by two men from this band and a demand made upon the master of the junk for fifty taels. The master said he had not this much on board, but at the next market he would obtain it. When the market was reached the master promptly handed the two men over to the Hip Toi of the Shu-ting prefecture.

FAN TIN SHOP ROBBED.

Saturday afternoon about two o'clock some well dressed men, about twenty in number, entered a fan tan shop near Kwai Tak gate. These men gradually got possession of the positions round the table and then suddenly seized on all the money in the shop. For a few minutes there was a great uproar on the street but the robbers managed to make away with their plunder. Such rows as these make travelling in the city decidedly dangerous. The robbers use their revolvers freely and the gambling dens are also well provided with arms. The result is that it becomes very interesting for the foot passengers who may be in the vicinity.

AT THE MAGISTRACY.

ASSAULT AND DAMAGE TO PROPERTY. Before Mr. Kemp at the Magistracy this morning, a bricklayer named Chan Fuk was charged with assault and damage to property to the extent of \$2 by Kwok Ho, hawker. The defendant bricklayer pleaded not guilty to the charges.

The complainant's statement was to the effect that the defendant refused to pay for some goods which he purchased. He also struck him and broke two basins and some other things on his stall.

The defendant gave a disjointed defence about the complainant poking him with a pole.

After hearing the evidence, His Worship fined the defendant \$3 or ten days' hard labour, and ordered him to pay \$2 as compensation to the hawker for the damage to his stall. The money was paid.

A COMMON OFFENCE AND SEVERE PUNISHMENT.

One year for returning from banishment. Mr. Kemp had before him this morning a boatman of Tam Ching named Fu Shu Sang, charged with returning to the Colony after having been banished from it on the 2nd of October, 1897, for a term of years.

The defendant pleaded guilty and was sentenced to one year's hard labour for the offence.

There have been a fairly large number of similar cases to this lately, but the penalty which is always inflicted is sure to have its effect in course of time.

UNLAWFUL POSSESSION OF OPIUM. HEAVY PENALTY.

Lam Sui, engineer on board the steamer Chau Tai, was charged before Mr. Kemp this morning with being in possession of 40 taels of prepared opium, without having a valid certificate, yesterday.

A plea of guilty was tendered and His Worship inflicted a fine of \$300 or, in default of payment, three months' imprisonment with hard labour.

The defendant went to gaol for the three months.

SNATCHING A WATCH.

The thief goes to prison. The snatching of watches is not such a common offence in this Colony as it is in many places, but a case was before Mr. Kemp this morning.

Jose Polosta, seaman, brought a charge of stealing from his person, a silver watch and chain valued at \$18, against an unemployed fisherman named Wong Fuk.

The defendant pleaded not guilty.

The complainant, Polosta, said that the defendant came up to him in Queen's Road yesterday and asked him the time. He pulled out his watch to see what time it was, when the defendant snatched it and ran away. He ran after the thief and saw him hand over the watch to another man. He then arrested the man and the thief came back and gave the defendant the watch, who thereupon handed it to him (complainant). Witness said that the watch was not properly fastened and the chain was attached in the ordinary way to his waist-coat.

The defendant stated that he was going to the Ko Shing theatre last night. The complainant was drunk and was showing his watch to a crowd of Chinese; the man who stole the watch ran away.

The evidence of an Indian constable was heard, as to the watch being seen in the defendant's possession, and His Worship found that the accused was guilty of the charge against him and sentence of a month's hard labour was passed.

UNLAWFULLY SELLING SPIRITS.

Sergeant O. Sullivan, took out a summons against Lun for unlawfully selling Chinese spirits between the hours of 10 p.m. and 6 a.m.

The defendant pleaded guilty to the charge before Mr. Kemp this morning, and His Worship fined him \$20 or six week's hard labour, one half of the fine to be paid to the informer.

PETTY LARCENY.

A cocky named Wong Chu stood before Mr. Kemp this morning charged by a married woman with stealing a basket containing 60 cents and some sundries, value \$3.

The defendant pleaded guilty and was sentenced to a month's imprisonment with hard labour.

There were two previous convictions against this man for stealing.

The woman was paid 60 cents out of the poor box to recompense her, for the loss she sustained.

EXPOSING KEROSENE.

Fined for a dangerous and common practice.

Mr. Kemp had before him to-day a Chinese boatman charged with neglecting to cover with a serviceable turpaulin, a cargo of dangerous goods, to wit, kerosene.

Mr. Reece appeared for the defence.

After hearing the case His Worship imposed a fine of \$1 for the offence.

It has been common lately, the leaving of kerosene in an unprotected state, and some boatmen will be receiving a lesson, if it goes on much longer. Without proper cover a cargo of kerosene can easily catch fire, and there is no knowing where it would end.

HOW TO WIN BATTLES.

The Ostasiatische Lloyd lately gave the following notes which are in use by the Chinese army, officers, we suppose in the form of a Drill-book:

Wars are not always won by battles, but by diplomacy, as well. It is the general's duty to entice the enemy into a conference, when he can be suddenly attacked and cut down.

The best men in the enemy's camp should be corrupted, the ones given to vice must be bribed. Be certain to sow dissension, send plenty of women into the enemy's camps and assist the men, to lead a vicious life, which will weaken them. Spread false news to mislead them, cut off their supplies and tire them with useless marches.

Endeavour to arrange matters in such a way that the enemy's troops are lying idle in camps when they should be moving, and moving when it is necessary for them to rest.

If your force is ten times as strong as that of the enemy, you must endeavour to surround him; if five times as strong, attack the enemy from more than one direction at once. If you are only a little stronger, keep some forces in reserve. If weaker than the enemy, evade battle. With prudence and discipline, even a small force may overcome a large army. The general who marches his troops at the wrong season can easily ruin his country, especially if he does not know the country through which he marches, and if his supply of provisions is insufficient.

The greatest proof of a general's ability is shown when he keeps his own movements secret, but finds out the movements of the enemy day by day. Place the enemy in a position where neither his advanced guard nor his rear guard, his right wing nor his left wing, can hold its own, and you will beat the main body.

Special telegram to the North-China Daily News.

Another Explosion.

TIENTSIN, 16th January. An explosion occurred at the East Arsenal at 9.30 p.m. yesterday (Tuesday). The loss of life is not definitely known. This is the second attempt to destroy the valuable machinery at the Arsenal.

RUSSIAN MOVEMENTS.

The Russians evacuated Tientsin on Sunday, only leaving a small guard. They were ordered by telegram to return here before they reached Fengtien, and it is believed that this is in connection with the railway.

THE "GLORY."

Hurrah for the glorious Glory. The big bold and beautiful Glory. You may say what you please; But the Queen of the Seas, In the East is the battleship Glory. Full of pride of her namesakes' story; And of noble inherited glory; Riding Queen of the Seas.

In the glorious East.

In Her Majesty's battleship Glory.

Just now she has little to do save breathing forth moral sonority;

And keeping Britannia's name to the fore in the mind of each Nation;

And flying the ensign aloft—crowned Queen of the Far East Station.

But some day will tell a new story,

A story of harder-won glory;

With her guns belching forth,

On the Cock o' the North,

Will be the thrice glorious Glory;

When the glorious, upbraiding Glory;

Discarding her guile amatory,

Steams out on a gale predatory,

With a "Hail friend, well met!"

You must take what you get;

From my big bold barbette

And my 12-inch gun's loud oratory."

Here's luck to the glorious Glory,

The big bold black battleship Glory,

Looming large 'gainst the blue,

Here's the Captain and Crew,

And here's her eternal Victory,

Hurrah!

For the going-to-be glorious, upbraiding, victorious

Brave, British Battleship Glory,

JOSS CHINCHINJOS, in the S. F. P.

(The contributor to our worthy Singapore contemporary must have had a glorious and perhaps upbraiding tiff aboard, before writing the above, and it is to his credit that he was victorious in writing anything at all.)

The Times and other London journals protest against the verdict of the jury in a recent action for libel brought against the Daily Chronicle. A wholesale customer of a news-preserving firm in the Old Kent Road declined to pay for certain goods supplied, on the ground that they were unfit for human consumption. The firm sued, but lost their case, and in the course of the trial some tins of the debated fish were produced in court amid a good deal of hilarity, the defendant observing that they were more deadly than Boer shells, and the plaintiff's representative emphatically declining to taste their contents. The report of the Daily Chronicle was absolutely accurate, but in the course of some jesting comment in the leading columns referring to the scene in Court, the writer observed that, in case of ammunition running low in our arsenals, we might "draw on the stock of the meat preserves of the Old Kent Road" in the certainty of giving the Boers "a nasty jar." For this the Daily Chronicle has been mulcted in £1,000 damages. Even if it be admitted that the Chronicle's little joke exceeded the limits of fair criticism, there is not the smallest indication of malice or negligence in ascertaining the facts, and the amount of damages awarded is preposterous. As the Times says: "Let any one study the list of cases in which damages have in the last six months been given for wrongs of any kind; and it will be seen that sufferers from gross frauds, serious accidents, and the gravest libels have received no such sum as that awarded to Messrs. Farquhar in respect of statements which it is clear were made with no intention to injure."

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IDZUMI MARU	{ VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE and YOKOHAMA.	To-morrow, 23rd Jan., at 4 P.M.
M. J. Currow		
WAKASA MARU	{ MARSEILLE, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SMITH.	Friday, 25th Jan., at Daylight.
J. B. Macmillan		
YAWATA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	Friday, 25th Jan., at 4 P.M.
A. E. Moses		
HIROSHIMA MARU	{ MOJI, KOBE and YOKOHAMA.	Wednesday, 30th Jan., at Noon.
S. Yoshizawa		
BINGO MARU	{ KOBE and YOKOHAMA.	Friday, 1st Feb., at Daylight.
F. Davies		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through rates to ANTWERT, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA*	{ HAVRE and HAMBURG.	9th Freight and Passage.
Bahle	(London with transhipment in HAMBURG)	February.
FREIBURG	HAVRE and HAMBURG.	About 26th Freight.
Poersch	(London with transhipment in HAMBURG)	February.
SAXONIA	HAVRE and HAMBURG.	About 5th Freight.
Liger	(London with transhipment in HAMBURG)	March.
BAMBERG	HAVRE and HAMBURG.	About 15th Freight.
Jacobs	(London with transhipment in HAMBURG)	March.
SIBIRIA*	HAVRE and HAMBURG.	About 25th Freight and Passage.
Braun	(London with transhipment in HAMBURG)	March. Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Thursday, 7th Feb., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland-Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION, PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

A right will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th January, 1901.

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THE HONGKONG TELEGRAPH. TUESDAY, JANUARY 22, 1901.

MR. CHAMBERLAIN AND THE INDIAN CHIEFS.

The Indian Chiefs (says the *Bengalee*), have come in for a share of the panegyric so lavishly bestowed on all sides by Mr. Chamberlain. Their loyalty has been made the subject of self-graduation by that irrepressible statesman. They offered their services to Government in the Boer war. That their offers were sincere, is clear from the alacrity which they have showed since in connection with the expedition to China. But when they offered to volunteer for South Africa, they were told that Government was obliged to decline their offers with thanks, on account of its engagement with the other Powers and that those engagements were founded chiefly on considerations of race. That is, if these Indian Chiefs had been white, their offers of service would have been accepted. But as they were not white, such offers could not be accepted as Government was just then engaged in fighting a white race. The Indian chiefs were in fact, told that their position was inferior to that of the Canadian or Australian colonist in the economy of the Empire. Mr. Chamberlain may depend upon the fact that these Indian Chiefs are men who are very sensitive of their own dignity, whose whole history shows that kindness and consideration could bind them irrevocably to the British throne, but the distinctions such as were made by Mr. Chamberlain's Government will go a great way to damp the ardor of their loyalty.

LEAST WORK AND MOST PLAY.

The Look-out man of *Fairplay* says:—The whole Army system is wrong. Men of title and wealth go into it as a lounge, secure in the knowledge that if they should blunder their social influence will protect them. Men with neither titles nor wealth join because the career offers, on the whole, the maximum of leisure with the minimum of work. They like the associations, and rapidly acquire the "haw, haw" style which is the distinguishing mark of the Army man as compared with his temporary of the Navy. An examination on the Chinese model is the test of the fitness of all, and a final Staff College examination—if sought—sifts out the most scholarly idiots and places them over everyone else. It is a common saying in India that if a "haw, haw ass" is sent out to command over the heads of men on the spot, you may be sure he writes p.s.c. after his name (passed Staff College), and has to be taught the A.B.C. of his work. To say that these men are all brave does not alter the matter in any way. No one questions their courage; but the courage which suffices to make a hero, and is as much in evidence in the ranks as anywhere else, requires to be supplemented by very different qualities in those who have to command. In many cases those qualities have been absent, with the result that disasters have occurred which might have been avoided. Let that be as it may, when one of the paid servants of the public has blundered, the public has a right to know all about it, and I hope that when Parliament meets again this matter will be pressed home.

THROUGH FOREIGN SPECTACLES.

The current number of the *Journal of State and Political Economy* publishes an interesting article, in which the writer adds Knerism to the long list of the confusions of form with substance furnished by universal history down to our own times. He points out that when one remembers that scholars and educated men have been guilty of such blunders as, for instance, representing the despotic oligarchy of ancient Athens as a pure democracy, it is not very surprising that so much enthusiasm should be displayed in Western and Central Europe for what is described as the Boer war of liberty, and that the fall of a corrupt and cruel peasant oligarchy thoroughly opposed to progress should be regarded as a blow to freedom. Nor is it to be wondered at that the ex-President of the Transvaal, who came to office as a poor man and took his departure as a millionaire from the country which his short-sightedness had driven to ruin, should be celebrated as a hero. The writer then calls attention to other contributory causes of the eruption of anti-English sentiment throughout the greater part of Western and Central Europe. In great part, though not wholly, he considers it due to the extraordinary activity displayed in influencing the press by the Transvaal, whose secret service fund exceeded those of Austria, Hungary, Germany, and England put together. After a reference to the character of the anti-English sentiment in Russia, France, Germany, and also in Austria, which copies the German Empire, the writer points out that Italy, Greece, Portugal, Rumania, Denmark, and Sweden have not given way to the Boer fever, which is also the case to some extent in Hungary and in divided, but not annihilated, Poland. In his view all extreme parties, whether revolutionary or reactionary, must and do dominate England, whose unexampled prosperity contradicts their theories. Great Britain must, moreover, always reckon upon the hostility of the political demi-monde, the huge army of the classes who might hope for pickings and perquisites in the fall of a great Empire, but have nothing to gain from the maintenance of the *status quo*. But the efforts of all these allies of "the simple peasant race," whose true character was shown in the recent trial at Brussels, have been without avail, and will not alter the final result.

A STARTLED CONGREGATION.

A very curious incident occurred lately in a church at Hoboken, New Jersey, U.S.A. A large congregation had assembled in the church of St. Francis to assist at the requiem of a Mr. Tighe, when the coffin containing his remains was seen to advance solemnly, without visible aid, up the nave to the chancel. The effect was so very weird, says the *Daily Chronicle*, that a panic ensued, which might have become dangerous but for the presence of mind of the priest, who promptly informed the people that "the coffin was placed upon a motor truck and was propelled by electricity." At the close of the service it turned round and slowly left the church, followed by the mourners, without any other assistance than the occasional attention of a mute, and proceeded apparently, of its own sweet will to the cemetery.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—Adams, A. H.; Austin, T. P.; Akles, G. J.; Adams, J.; Ath, G. F. D.; Ahlmann, H. X.; Anderson, J.; Anderson, Mrs. A.; Arrowsmith, Bowie, A. A.; Bell, T. M.; Bush, D. F.; Beddoch, Lieut. L. S.; Bryan, R.; Bun-Heung; Lumbany, R. J.; Lorge, Miss E.; Luc; Lange, W.; Lynch, G.; Lenry, C.; Lisette, A.; Launder, W.; Lewis, R. C.; Luk Cheuk Man; Lee, Mrs. L.; Lindskog; (New York); Farz Ahmed; Falkenflock, B.; Blomfield; Barry, Capt. J.; John, O.; Baile, J. J.; Gates; Barclay, Mrs. T.; Brander, W.; Beyson, A.; Bliefernicht; Brockman; Bosenberg, W.; Bradbury, G. W.; Bracco; Bloch, C. B.; Brown, H.; Bicanon, W.; Bidall, A. U.; Barby; Champion, J. F.; Cockburn, H.; Cowden, H. S.; Cassalond, D.; Calseen, F. W.; Carr, B. L.; Cox, Mrs.; Chisholm, G. P.; Campbell, W. G.; Cardova, Mrs. F. M.; Cotton, Dr. A.; Campbell, Mrs. J.; Cooper, F. C.; Cos, Mrs. J. H.; Corah, A. M.; Chevers, W. G.; Clark, Mrs. F. R.; Cusfield, W. T.; Cooper, E.; Dr. G. H.; Colegrave, R.; Cotron, Capt. A. S.; Dupignac; Draper, W.; Dandort; Dawson, Mrs. P.; Duriot; Datema, Capt. E.; Dimitrios, J.; Dallas, H.; Dessaillais; Errol, Mrs.; Evans, J. H.; Ewden, M.; Ellis, Mrs. F.; Fawcett, G.; Fowler, C. M.; Furlonge, R. S.; Fun, Kee; Fernandez, D.; Fox, F.; Gleeson, R.; Garden, J. N.; Gradiak, Gillis, Mrs. G.; Gedaly; Golz, F.; Gilring, G. R.; Gillispie, J.; Grunstein, Mrs. B.; Glasson; Girling, A.; Gulcom, Mrs. S. C.; Gruttrude; Grey, Miss M.; Gaunt; Geansby, S.; Hall, W. G.; Hunter, C. G. W.; Hunnaway, J.; Hongkong Amateur Photo Club; Hoender, E. H.; Hawkmania; Housin, Miss R.; Hording, C. L.; Huskney, W.; Horn, F. J.; Hindrichs, W.; Hindrekerper, J.; Hodder, S.; Hughes, G. H.; Hooper, A. F.; Hill, W.; Johnson, G. W.; Jong Gee; Jackson, Capt.; Joseph; Jones, G. H. B.; Kraft, B.; Kennedy, R. J.; Kennedy, R. F.; Kiraulich, A. T.; Kirkwood, M.; Klambur; Kahnunsky, S.; Kong Ah Muoy; Krater, W.; Lauro, C. S.; Lewis, H. W.; Little & Co., D.; Lyall, Hill; Lowe, S. S.; List of Registered Posto Restante; Alain Thu Con & Co.; Attias, T. S.; Ackermann & Co., R.; Adam, Miss; Aboune, S. A.; Adam, Miss; Akbar Khan, Lapiz; Abdul Khan; Anthony; Abdul Rahman; Abdul Khan; Arjun Singh; Azulatous, G. N.; Afzal Khan; Buh Mahomed; Butchen Singh; Bagoo; Bagat Singh; Buckie; Brandt, C.; Bakai Singh; Bhagwan Singh; Bishnu Singh; Brown, G.; Brauer, F.; Brown, I.; Budha Khan; Bull, P. Galvo; Carrington, J. C.; Cadieux, Miss J.; Cetewell, H. R.; Connell, J. J.; Chandi Singh; Coy, C.; Cooper, A. J.; Cum-Baksh, (Um-balla); Cutcalta Turf Club; Caina Road No. 29; Chandar Pal Singh; Danenberg, E.; Davies, D.; Edwards, L. (4); Eldred, Mrs.; Etieno, Gallo; Elehabal, E.; Evans, Capt. C. H.; Eskell; Earle, Miss S.; Frankel, H.; Filiberto, V.; Fritz Gerald, H. C.; (New York); Farz Ahmed; Falkenflock, B.; Mohammed, P. S.; Barry, Capt. J.; John, O.; Baile, J. J.; Gates; Barclay, Mrs. T.; Brander, W.; Beyson, A.; Bliefernicht; Brockman; Bosenberg, W.; Bradbury, G. W.; Bracco; Bloch, C. B.; Brown, H.; Bicanon, W.; Bidall, A. U.; Barby; Champion, J. F.; Cockburn, H.; Cowden, H. S.; Cassalond, D.; Calseen, F. W.; Carr, B. L.; Cox, Mrs.; Chisholm, G. P.; Campbell, W. G.; Cardova, Mrs. F. M.; Cotton, Dr. A.; Campbell, Mrs. J.; Cooper, F. C.; Cos, Mrs. J. H.; Corah, A. M.; Chevers, W. G.; Clark, Mrs. F. R.; Cusfield, W. T.; Cooper, E.; Dr. G. H.; Colegrave, R.; Cotron, Capt. A. S.; Dupignac; Draper, W.; Dandort; Dawson, Mrs. P.; Duriot; Datema, Capt. E.; Dimitrios, J.; Dallas, H.; Dessaillais; Errol, Mrs.; Evans, J. H.; Ewden, M.; Ellis, Mrs. F.; Fawcett, G.; Fowler, C. M.; Furlonge, R. S.; Fun, Kee; Fernandez, D.; Fox, F.; Gleeson, R.; Garden, J. N.; Gradiak, Gillis, Mrs. G.; Gedaly; Golz, F.; Gilring, G. R.; Gillispie, J.; Grunstein, Mrs. B.; Glasson; Girling, A.; Gulcom, Mrs. S. C.; Gruttrude; Grey, Miss M.; Gaunt; Geansby, S.; Hall, W. 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